

Pre-Development Case No. _____ Planning Commission Case No. _____

NORMAN GREENBELT ENHANCEMENT STATEMENT DATE: _____

The Norman City Council established the Norman Greenbelt Commission and charged the group with reviewing proposed developments in order to increase the preservation of beneficial open spaces and to identify trail system opportunities in new developments. This Greenbelt Enhancement Statement form was developed to aid in assessing proposed new developments to insure that open space and trail opportunities are being included in new development designs, whenever possible. The guidelines for evaluation of your proposal are excerpted on the back of this page.

You are receiving this document because you seek the radius map required in anticipation of submitting information for a City of Norman Pre-Development Meeting. ***The City of Norman code (section??) requires that you complete the attached Greenbelt Enhancement Statement and leave it with City of Norman staff at the same time that you submit the required application for a Pre-Development Meeting.***

Initial Review: At the time you submit the application and information for a Pre-Development Meeting, including the Greenbelt Enhancement Statement, you will be provided with both the date of the Pre-Development Meeting and the date of the next Greenbelt Commission meeting. You are not obligated to attend that Greenbelt Commission meeting, however, should you wish to attend, you will be provided an opportunity to present information about your proposed development and to answer questions the Greenbelt Commission might have about your submittal.

Official Greenbelt Commission Review and Comments: The next step you will take in the development process, following the Pre-Development meeting, will be submittal of an application for a hearing before the City of Norman Planning Commission. At the time of that application, you will be notified of the date and time of the next Greenbelt Commission meeting. Prior to your hearing before the Planning Commission, the Greenbelt Commission will review the information provided in your proposal and your Greenbelt Enhancement Statement to evaluate how your proposal addresses issues relative to the City of Norman Greenbelt System, if applicable. You will be provided an opportunity to discuss your proposal to the Greenbelt Commission, after which they will make comments about your proposed development which will be forwarded to the Planning Commission and City Council.

Should you have any questions about this process or any of the questions, please feel free to contact the City of Norman Greenbelt Commission staff at 405-366-5435.

Sec. 4-2028. Guidelines for Evaluating Greenbelt Enhancement Statements. In performing its duties, the Greenbelt Commission shall take into account, but not be limited to, considerations listed below. Not all considerations will be applicable or feasible for each application.

- a. Portions of the Greenbelt System are accessible to the general public.
- b. Greenways are established and provide connections to other existing and future components of the Greenbelt System.
- c. Existing easements (e.g. utility, pipeline, oil lease right of way, etc) may be used for Greenways where appropriate and where approved by the easement grantor and grantee.
- d. Greenways connect neighborhoods to each other and to industrial and commercial areas.
- e. The Norman 2025 Land Use and Transportation Plan (pg. 12) goal of providing alternative routes to move through the City for commuting to work, schools, shopping, between neighborhoods, and/or other destinations by bicycling or walking is addressed.
- f. Adverse impacts on existing topography, drainage patterns and natural vegetation are minimized.
- g. Rural developments between urbanized Norman and Lake Thunderbird have provided non-motorized access to the lake area.
- h. Landscaping required by the City has been planted in conformance with Norman Zoning regulations, including with local drought-resistant low maintenance plants, shrubs and trees, where appropriate.
- i. Vegetative buffers between neighborhoods and railway lines have been provided to enhance safety and reduce the effects of noise and air pollution.
- j. Permeable ground surfaces have been preserved to the extent possible.
- k. Ingress and egress to and from a development is designed to permit safe use by non-motorized traffic in and out of the development and across the ingress and egress provisions of the development.
- l. Fences abutting components of the Greenbelt System, and particularly those abutting open spaces, are of designs and materials that minimize their visual impact to the extent such fences are allowable under Norman City Code and not in conflict with applicable national standards for utility facilities. Examples of acceptable open fences include such types as wrought iron, split rail, low picket fence with every other picket removed, and metal pickets.
- m. Water retention and detention storage facilities are designed and built with bioengineering materials and principles.
- n. Detention facilities are integrated into the surrounding neighborhood as part of the Greenbelt System in as ecologically sound a method as possible.
- o. All storm water management considers the potential for trail and green space preservation, enhancement and/or creation.
- p. The development layout is designed to preserve the health and diversity of wildlife affected by development in natural drainage corridor areas.
- q. The development layout is designed to minimize the intrusions of noise, trash and other things into the Greenbelt System that would negatively affect visitors' and users' experience of any impacted components of the Greenbelt System.
- r. To the extent possible, the development layout, as designed, does not impair the ability of riparian buffers from serving as corridors for wildlife movement.
- s. Riparian buffers are incorporated into the Greenbelt System.
- t. The commercial developments have provided for pedestrian access.
- u. Pavement is minimized when possible by, among other things, using shared parking areas and/or permeable parking surfaces where feasible and allowed under the Zoning Ordinance of the City of Norman and the City Engineering Design Criteria.
- v. Whether cluster development has been utilized in areas not served with sanitary sewers as a means to develop the Greenbelt System.
- w. Structures, other than utility transmission poles or substations, were located to maximize greenbelt and trail opportunities.

Greenbelt Enhancement Statement for Proposed Developments

Applicant Name: _____ Date: _____

Contact Person: _____ Telephone/Fax/Email: _____

Step 1.

1. List development name, location, number of acres, and type of development, including types of buildings and their proposed uses.

2. Please check the blank following this sentence if you can show that your proposed development or project has both no opportunities to add to, and does not detract from, the City of Norman Greenbelt System. (**BOX**). If you checked this box, please skip to number 9 and explain why. Otherwise, please complete the rest of this form.

3. How does your proposed development or project incorporate open space(s)? Are the open spaces accessible to the general public, only to the future owners of property within the proposed development, or some other arrangement? Please explain.

4.

Does the open space(s) for this development include some kind of trail or path? Indicate all that are applicable.

	For access only	Within open space
Sidewalks		
Other paved surface trail		
Unpaved Trail		
Direct Access from lots		

5. Identify the public open space, including existing public access easements, sidewalks, trails and parks, closest to your proposed development. Explain how the proposed development will connect to those via a trail, sidewalk, or other means.

6. Please provide a short description for each type of proposed trail, including sidewalks, if any. The description should include information about anticipated users, connectivity, accessibility to area residents, and accessibility by the general public.

7. Projects in close proximity to schools, recreational areas (parks, playgrounds), commercial sites, and residential neighborhoods should, ideally, allow connection points promoting non-motorized transportation between the foregoing key areas. Please describe how the proposed development plan accommodates those using alternative transportation, such as walkers and bicyclists? Examples include sidewalks connecting such key areas, designated bike paths, and bike parking.
8. Please circle, from the following list, geographical and/or environmental factors that might offer opportunities for greenbelts and trails. These may include storm water channels, detention ponds, floodplains, stream bank/ riparian corridors, utility easements, abandoned or active railroad corridors. How will this plat incorporate those elements into greenbelts and trails?
9. Other comments:

Signature of Applicant or Contact Person: _____

Step 2. STAFF REVIEW AND ASSESSMENT OF THE PRE-DEVELOPMENT SUBMITTAL AS TO WHETHER THERE ARE GREENBELT SYSTEM OPPORTUNITIES.

AFFIRMATION BY GREENBELT COMMISSION OF STAFF/APPLICANT ASSESSMENT:

Confirm _____ Disagree _____

Step 3. GREENBELT COMMISSION COMMENTS AND SUGGESTIONS ABOUT PROPOSED DEVELOPMENT AS SUBMITTED FOR PLANNING COMMISSION AND CITY COUNCIL CONSIDERATION:

VOTE BY COMMISSION